

BALLOON UP FIFTEEN HOURS.

THOMAS AND KNABENSHUE SAIL NEARLY TO BOSTON.

Finally Land for Fear of Being Carried out to Sea—Reached an Altitude of 12,000 Feet—World's Longest Balloon Trip—Night—Long Trip in by Dense Fog.

Boston, Aug. 6.—Dr. Julian P. Thomas and Roy Knabenshue, the greatest aeronauts, completed about noon to-day what the former regards as the most successful balloon trip that has ever been made in this country.

They started from New York at 8 o'clock last night and at 12:30 this afternoon they were unceremoniously spalled from the basket into a salt marsh about 200 yards from the water's edge at Brant Rock, a summer resort near Marshfield.

Dr. Thomas says this breaks the record for length of time spent above the clouds, one established by himself a few months ago, when he was up in a balloon for 14½ hours.

Allowing for a half hour stop at Noank, Conn., for breakfast, the balloon Nirvana was in the air 15 hours and 20 minutes. Brant Rock is about 225 miles from New York as the crow flies.

Dr. Thomas and Knabenshue reached here early this evening almost exhausted. They will return to New York to-morrow. Knabenshue was considerably bruised by his sudden contact with the earth, but as Dr. Thomas landed on top of his companion he was unhurt beyond a few scratches.

Dr. Thomas successfully tested a new device for lowering and hoisting the guide rope. When the balloon was sailing along over Noank, about 300 feet above ground, Dr. Thomas awakened the occupants of a farmhouse by shouting through a megaphone. The Nirvana was then traveling about ten miles an hour, and following Dr. Thomas's directions, several of the men who hurried from the house made the end of the guide rope fast to a post and by using the windlass devised by Dr. Thomas the balloon was hauled down to the ground and the aeronauts alighted for breakfast.

It was about 5:30 o'clock this morning when the landing was made and after refreshing themselves and loading the basket with rocks for ballast the voyage was continued.

One point over which the air travelers waded enthusiasm was the great lifting power of the gas, due to its expansion from the heat of the sun. When the silk bag was filled yesterday the gas was very hot. It was allowed to cool, with the result that a quantity of water was released from the bottom of the balloon. The bag had been varnished recently, and was consequently without a leak. More gas was allowed to enter until the balloon was distended almost to bursting. During the night voyage above Long Island Sound the balloonists frequently opened the valve in order to descend, but when the sun arose just before reaching Noank the heat caused the gas to expand greatly, and rocks were loaded into the basket. During the day the warmth kept heating the gas and gave the balloon splendid buoyancy.

The bumping which Dr. Thomas so little enjoyed was the basket striking the earth when moving thirty-five miles an hour. Every time the basket hit the balloon gave a mighty bound into the air, sometimes to a height of 200 feet, whirling the basket around in a circle, to the imminent danger of the occupants.

The basket hit Daniel Webster's barn as the balloon passed over Marshfield, and the guide rope slid over the roof of the statehouse house. The aeronauts were in his tomb, but they paid little attention to the historical objects as the beach, with breakers curling upon it, was in sight and they were busy adjusting lifebelts, thinking they might have a swim.

Long before they landed Dr. Thomas and Knabenshue tried to get their 80-ton balloon to hook into something that would hold, but the wind was driving them along so briskly that they were unsuccessful, and the only recourse to prevent being carried out to sea was to rip the bag, and this Dr. Thomas did.

On one occasion the anchor caught a barbed wire fence and several hundred feet of this was trailed along behind the airship. The anchor caught in trees, bringing the balloon to a momentary stop. When the branches gave way the Nirvana would bound into the air again and the passengers would receive another jolt.

Dr. Thomas told the story of the trip to the reporters tonight. He said the ballooning was a nerve-racking sport, and although he had made several ascensions he was still so unaccustomed to the quaveriness of it as to feel that he supposed the trip would be a nerve-racking sport, and although he had made several ascensions he was still so unaccustomed to the quaveriness of it as to feel that he supposed the trip would be a nerve-racking sport.

"When the sun came up and we traveled across the land the scenery was most beautiful. The fog did not seem to get in the way. We went up in darkness and were soon out over Long Island Sound. We were traveling up the Sound apparently about in the middle about 300 feet above the water. We passed hundreds of boats of various kinds and many of the captains I hailed advised us to go back, but that was not at all the question. The sound of the fog horns, then we caught glimpses of the stars and the lights of what we thought were cities, but they proved to be strings of barges on the Sound.

"About 9:30 we were in a dense fog and for a long time did not see anything but stars, ocean or lights. Frequently we struck currents of wind that drove us to the westward, but our general direction was to the east.

"It was extremely weird up there in the fog. After a time the moon shone through the fog and we could see more vessels, whose sailors encouraged us to keep on the trip, saying we were bound to come to land soon if we did not change our course. But we heard birds singing early in the morning and the sound of trains close at hand and felt positively happy because we knew we were over the land once more. After a time we heard breakers on the beach, lighted some trees and then we decided to descend.

"We came down over a farmhouse at Noank, and calling through my megaphone I quickly had the occupants running up in their stocking feet with expressions of astonishment on their faces. The men hitched the guide rope to a post and we hauled the balloon down to the ground by means of the windlass. The woman agreed to give us some breakfast, after which we piled a lot of rocks in the basket, for as the sun grew warmer the gas expanded, giving fully as much lifting power as we had when we started. We decided to keep on as long as we could, hoping that possibly we could reach Boston.

"We ascended again about 4 A. M., and once more found ourselves in a dense fog. Finally the sun burned its way through and we arose to a height of 12,000 feet, sailing steadily northeast. We passed over some country that was beautiful to look down upon and took numerous pictures.

"During the early forenoon the rose higher and higher and were forced to open the valve frequently. The sun was so hot that it fairly blistered my arms.

"The first place we saw was Warren, R. I. We passed over that place about 12,000 feet in the air. We drifted across the bay and then came down to a current

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of air driving smoke in the direction of Boston, and passed to the north of Providence. We went over many towns and cities, one place of interest being a large asylum or jail, which may have been the asylum at Taunton. The inmates gazed at us with astonishment.

"We moved pretty fast, but our ballast had given out and we threw everything available overboard, including even our lunch, in hopes of reaching Boston. I guess I asked a thousand people if we were heading for that city. After a time we could see nothing ahead of us in the distance but water, and then we knew we had come to our finish and must make a landing.

"We started to descend about ten or fifteen miles from Brant Rock, and as we came down we struck a current of air from thirty to forty miles an hour velocity. Thinking that we might be carried out to sea we put on our life preservers and lowered the water anchor.

"A cold current of air contracted our gas quickly and the balloon came down at Marshfield and passed over the Webster farm. I told Knabenshue to let her bump and she did, at least half a dozen times. Just after striking the ground I ripped the balloon and we fell out of the basket almost into a ditch, so sudden did the bag collapse.

"It is great sport, but hard on the nerves."

LONG LITHOGRAPH FIGHT.

Employers and Men Both Say They'll Keep It Up for a Year.

President Stecher of the Employing Lithographers' Association issued a statement yesterday in which he said the employers were prepared to continue the fight for six months, and if necessary for a year. The members of the association were unanimously in favor of arbitration and the open shop. The statement also says:

"We desire it to be distinctly understood that we favor arbitration and that the present fight was forced by the refusal of the union to arbitrate. The union having refused to arbitrate there was no other course left open for us but to declare the open shop.

"We feel very much encouraged by the fact that not a member has as yet deserted us, and that the enthusiasm on the part of the membership continues unabated. The fight is attracting widespread attention and we are gaining much sympathy from non-association men, who are aiding us in every way possible. We have determined upon a fight to the finish.

General President Hamilton of the Lithographers' International Protective and Beneficial Association, said they had funds enough for an eight months fight and would keep on fighting for as long as necessary. The men were all standing firm.

ELEVATED TRAFFIC STOPPED.

Trains Stalled in Brooklyn Through a Third Rail Mishap.

Traffic on the Bay Ridge, Lexington avenue, Ridgewood and Fifth avenue lines of the elevated system of the Brooklyn Rapid Transit Company was tied up for about twenty minutes yesterday morning. The trouble was caused when a Bay Ridge train bound for Manhattan was leaving the High Street platform at the Bridge station. The contact shoe on the motor car became wedged in the third rail and tore up the rail for a distance of thirty feet. The power was shut off at once and all trains were brought to an immediate stop.

They extended all the way from the bridge to the station at Myrtle avenue and Navy street. Thousands of the passengers walked to the Adams street station, where transfer tickets for the surface cars were furnished. There was a further delay of fifteen minutes in the resumption of traffic through a defect in the interlocking system at High and Adams streets.

BOYS' WIT SAVES MANY LIVES.

Gas Explosion Imperils 500 Miners—Seven Burned—Four Will Die.

WILKESBARRE, Pa., Aug. 6.—By an explosion of gas in the old No. 1 shaft of the Susquehanna Coal Company at Nanticoke this afternoon the lives of 600 miners were placed in jeopardy.

Through the presence of mind of Frank Laman, a door boy, all escaped except seven laborers, who were badly burned. Four of the seven will die.

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OPEN DOOR IN THEORY ONLY.

AMERICAN MERCHANT RETURNS FROM MANCHURIAN TRIP.

J. R. Patterson Tells How Japanese Goods Are Admitted Duty Free at Dally. While Goods of Other Nations Are Shut Out—Familiar Talk by Japanese.

J. R. Patterson, a member of the firm of Fearon, Daniel & Co., importers and exporters in the Far Eastern trade, with offices at 95 Wall street, made a trip of investigation through Manchuria prior to his return to New York three weeks ago to determine whether the Japanese in Manchuria were discriminating against foreign trade to their own profit. What Mr. Patterson discovered has intimate bearing upon reports recently sent from Washington to the effect that American merchants have complained against the closed door, which the Japanese are said to have maintained in Manchuria since the end of hostilities with Russia.

In company with C. W. Wrightson, H. de Gray and I. M. Davidson, of the Shanghai, Mr. Patterson went through southern Manchuria from Newchwang to Liaoyang and Mukden on the Japanese owned segment of the East China Railroad, thence to Hainintun and back to Peking. These merchants spent a month in investigation of trade conditions throughout the zone of Japanese influence in Manchuria and in Peking. They made a report to Sir Robert Hart upon their investigations, and suggested to him that certain trade conditions there be called to the attention of Great Britain.

"After most comprehensive inquiry," said Mr. Patterson yesterday, "it was impossible for us to put our fingers on any one thing and point it out as a deliberate attempt on the part of the Japanese Government purposely to interfere with or discriminate against the trade of other nations. All of our information had, necessarily, to be drawn from Japanese sources, and we were not unimpressed of what that meant."

"Where the Japanese profit at the expense of other nations at present is at the port of Dally, which is held by the Japanese and where, in the continued absence of a Chinese customs house, Japanese goods have been passing in since the end of the war duty free, and up the Japanese owned railroad to the interior free of all like or interior tariff charges. Foreign goods cannot land at Dally, which the Japanese still declare closed to the plea of military necessity. They must be taken to Newchwang, where the Chinese customs officials, under a Japanese flag, impose the regular Chinese tariffs.

"There are only two avenues to the interior of Manchuria from the southern side, Dally and Newchwang. In the case of these exclusively and without having to pay duty the Japanese merchants gain an advantage over merchants of other nations that can be reckoned at 10 per cent. In either instance it is a Japanese owned railroad that must carry imported goods to the interior.

"Of course the Japanese say that they would be willing to pay customs if China would establish a customs house there, but the continued failure of China to do so of course cannot be helped. The Japanese say, Sir Robert Hart, for many years head of the Chinese customs service, told me that he had called the matter to the attention of the imperial customs at Peking, but that a crush of more important demands upon the attention of that office was given him as excuse for the delay.

"It is in cotton piece goods from the Osaka mills, Mr. Patterson pointed out, that the Japanese have made the most consistent effort to monopolize the Manchurian markets, while the foreign factor at Dally continues to give them a leverage. "It is this product of the Japanese manufacturers that is going to score heaviest against American merchants," Mr. Patterson said. "Not only can Japan turn out cheaper stuff and pay less freight rates on it than we have to do, but with the look in the customs wall at Dally open to them they have practically established themselves for the future in the trade of this commodity at Manchuria."

"The Manchurian market has not yet recovered from the disastrous effects of the war, and the Chinese merchants themselves, through whom most of the Manchurian business has been transacted, have been slow to get back into the field. The Japanese have been quick to profit by this condition.

"Foreign merchants have protested against the continued circulation of Japanese war notes to the extent of yen 250,000,000,000, the largest sum of money in circulation of the province. It constantly tends to divert trade to the Japanese, particularly in the case of the cotton piece goods at a discount from local currency.

"As I have said," concluded Mr. Patterson, "these are facts which the Japanese cannot deny. The association of white goods in Manchuria has been the result of Japanese design. Many more circumstances there are which prevent the fixing of responsibility upon the Japanese, but it is when you enter the port of Newchwang you see the Japanese flag flying over the custom house. This fact, the Japanese say, is due to the tardiness of the Chinese government in opening up ports in Manchuria open to trade. They don't want their flag to stay there, they say, but there must be some flag."

Mr. Patterson's firm has learned that the Tokio Commercial Society has memorialized the Governor General of Liaoning, Gen. Baron Oshima, on the subject of south Manchurian trade. The association of white goods in Manchuria has been the result of Japanese design. Many more circumstances there are which prevent the fixing of responsibility upon the Japanese, but it is when you enter the port of Newchwang you see the Japanese flag flying over the custom house. This fact, the Japanese say, is due to the tardiness of the Chinese government in opening up ports in Manchuria open to trade. They don't want their flag to stay there, they say, but there must be some flag."

Things are worse than they were under the professed closed door of Russian war," he said. "The Russians are not pre-eminently a trading people, and we could beat them down in Manchuria despite the closed door. But Japan, by professing the open door policy and at the same time slipping in its goods duty free at Dally and lifting free to the interior ports on the line of its railroad, has committed itself to a questionable policy of double dealing. Japanese traders can now take American merchandise to the interior of Dally and sell them cheaper than American traders bringing their goods through the customs house at Newchwang."

OWES BROOKLYN SISTER \$30,000.

Channing Ellery Heads His Bankruptcy List With Debt to Mrs. Lucy Cushman.

CHICAGO, Ill., Aug. 6.—Channing Ellery, the impresario who heads a band now playing at a local summer garden, to-day sought relief from debts aggregating almost \$72,000 by voluntary bankruptcy proceedings.

The first debt scheduled by Ellery is that of his sister, Mrs. Lucy Cushman, 404 Third avenue, Brooklyn, N. Y., from whom Ellery borrowed \$30,000 from 1904. This money was used by him in conducting his concert business. Ellery assets except from creditors are estimated at \$100.

From the Smoker's Standpoint

The entire business policy of this greatest cigar-producing organization in the world is based on a clear appreciation of the point of view of the man who buys cigars to *smoke* and not to *sell*.

The usual thing in the cigar industry, as in so many others, has been to ignore every point of view except that of the dividend-hungry stockholder.

The common plan of the average cigar manufacturer has been to boom a single brand for all it was worth, and generally more—to whoop up big sales as long as that one particular brand could stand it, and then go on to something else.

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And finally—To mark every box of cigars with the "Triangle A," which the smoker can instantly recognize as a sure sign of quality and condition, regardless of the cigar name and regardless of the price, he pays.

It's simple enough—and it's certain enough.

People are getting to know cigar quality pretty thoroughly; they are getting to recognize the importance of condition, and they are rapidly finding out that the only dependable sign of a good cigar is the "Triangle A"—which is more a guarantee than a trade mark.



The American Cigar Company manufactures a large number of brands of different blends to suit individual tastes. Among them you are sure to find a blend to suit you now and another to suit you when your taste changes.

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represents the policy of giving improved values at lower cost, through our new scientific methods of manufacture. The best quality that can be produced and sold for 5c.—equals the average 3 for 25c. cigar.

You are safe in buying any brand bearing the "A" (Triangle A) merit mark, including the following:

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American Cigar Company, Manufacturer

DISMISSES BENDER CHARGES.

GOV. HIGGINS ASTONISHES HIS FRIENDS BY THIS ACTION.

The Civil Service Commission Had Reported That He Had Violated the Law and Should Be Removed From Office, and Yet the Governor Exonerates Him.

ALBANY, Aug. 6.—Gov. Higgins to-night astonished his friends and pleased his political enemies when he dismissed the charges against State Fiscal Supervisor of Charles Harry H. Bender. These charges were filed by the Civil Service Reform Association, and showed that Bender and his personal secretary, Herbert F. Prescott, for several years had collected and received campaign contributions from employees under them in violation of the express provision of the civil service law.

The State Civil Service Commission took considerable testimony under oath and reported to the Governor that the conduct of Bender and Prescott was "in violation of the law." Gov. Higgins in dismissing the charges gives Mr. Bender a fine certificate of character. Referring to the payment of campaign contributions to Mr. Bender by Mr. Hobbs, his chief clerk, Gov. Higgins says:

Even if this transaction constituted a technical violation of the law, it is in my judgment too insignificant to justify the removal of an official whose conduct otherwise has been above reproach during a long term of public service.

Mr. Bender for years has been the treasurer and collector of campaign contributions for the Albany county and city Republican machine, but resigned after these charges were filed with Gov. Higgins.

Although Gov. Higgins refused to remove Mr. Bender, he says he is going to reprimand him and tell him not to do it again. This is on a par with Mr. Bender's statement in his answer to the charges recently filed with the Governor that he would not have received contributions had he known the Civil Service law prohibited it. The Governor tries to make the point that Mr. Bender merely served as a channel through which the contributions reached the Republican State committee, and in the next breath the Governor makes this bold statement:

"A public official should not become an agent of either the donor or donee in the transfer of political contributions from State employees to political organizations."

In his memorandum Gov. Higgins says: The report of the State Civil Service Commission characterizes the conduct of said Bender and of Herbert F. Prescott, the secretary to the said Fiscal Supervisor as being, in the opinion of the civil service commission, in violation of the law.

If they desire, contribute to the legitimate expenses of a political party. Common knowledge teaches us that such expenses are necessarily large and that they are to be met by the contributions of those who are interested in the success of the party. But whether or not such contributions should be permitted, it is enough to say that they are not prohibited so long as they are freely made and without compulsion or restraint. Nor is there any evidence in these proceedings from which it could be easily inferred that the contributions testified to by the employees in the office of the Fiscal Supervisor were not voluntary and free from compulsion.

Even if this transaction constituted a technical violation of the law, it is in my judgment too insignificant to justify the removal of an official whose conduct otherwise has been above reproach during a long term of public service.

But over and above any merely technical violation of the statute, this investigation has disclosed in this office practices indicating a disregard of the spirit of the civil service law that, if continued there or allowed to exist elsewhere, would prove highly detrimental to the service.

That several corrupt practices handed their contributions to Mr. Prescott and that one handed him to Mr. Bender cannot fail to lead to a suspicion that the contributions were received, if not compulsory, as at least prudent. From all such suspicious the State service everywhere should be absolutely free.

I may say frankly that I have hesitated in consequence of the considerations in deciding upon what my duty to the State and to the service requires.

On the whole, however, I have concluded that it will be better for the State and the service that I should reprimand the Fiscal Supervisor and continue him in office, and at the same time give official warning against the continuance of similar practices in any department of the civil service, than that I should remove him from an office, in which, save for this offence, not constituting a violation of statute, he has displayed efficiency worthy of high commendation.

The warning against the practices revealed in this case extends not merely to a warning against a technical violation of the statute but also against a technical evasion of it. No sort of political influence, however far it may be removed from the condemnation of employees, should be exerted to induce political contributions from other State employees, and there should be a conscientious avoidance of all suggestions likely to create a feeling that a political contribution would be acceptable.

Least of all should a public official become an agent of either the donor or donee in the transfer of political contributions from State employees to political organizations. While, even in the absence of statutory prohibition, these practices should be discontinued, the civil service law should be so amended as to prohibit any public official from acting as the treasurer of a party organization, or from acting as an agent for another public employee in the transmission of political contributions.

THE PRESIDENT'S GUESTS.

Senator Boies Penrose Calls to See Him on Some Small Matters.

OSTER BAY, Aug. 6.—The President and Mrs. Roosevelt gave a luncheon to-day. The guests were Senator Boies Penrose of Pennsylvania, Congressman W. W. Cocks of the First New York district, Mr. J. Young, who was President Roosevelt's secretary when he was Governor of New York; Mrs. Young, former Congresswoman George J. Smith of Cold Spring Harbor, Mrs. Smith and John A. Schleicher, editor of *Leads Weekly*. This was Senator Penrose's second visit to Sagamore Hill in the last three weeks. He declared he had come to see the President on "some small matters." It is understood that the situation in Pennsylvania is causing the Senator anxiety. He is said to be making a strong effort to secure the President's support for the Pennsylvania railroad.

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